

This work is important because....

Washington is the most trade-dependent state in the nation. In addition, efficient freight and goods mobility is critical to local jobs and businesses, as well as to the supplies of food and services that we take for granted.

Freight mobility - the movement of goods by truck, train, ship, plane, or all of these transportation modes combined - will be a pivotal factor in our ability to stay competitive in the international marketplace. A major obstacle to freight mobility is the lack of smooth connections between different parts of the transportation system. In Washington, many of the bottlenecks and rough spots are in the central Puget Sound region.

To learn more about FAST...

<http://www.wsdot.wa.gov/mobility/fast/>

or contact:

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FAST Project Focus

SR 509/Port of Tacoma Rd. Tacoma

This project included construction of an overpass to hasten the flow of trucks in and out of the Port of Tacoma.

Results: With SR509 and new parallel railroad tracks running uninterrupted below the new overpass, traffic congestion was all but eliminated and the flow of cargo, for both truck and rail improved markedly.

- Improved safety and reduced delays for both trains and vehicles.
- Accommodates a planned increase in freight and passenger rail traffic
- Paves the way for full implementation of Intelligent Terminal Systems (ITS), automation that will help streamline the movement of freight.

3rd Street, S.W. Auburn

This project separated rail traffic from vehicular traffic by replacing a congested rail/roadway crossing with an overpass.

Results: The new overpass carries vehicles over the train tracks and connects to 3rd Street SW.

- Improved safety and reduced delays for both trains and vehicles.
- Increased capacity of Auburn's streets and ramp connections to the C Street SW interchange with SR 18.
- Helps accommodate a planned increase in freight and rail traffic associated with the opening of the BNSF Stampede Pass Line.
- Improves rail travel times and contributes to the efficiency of a proposed ITS system for BNSF.

BEFORE



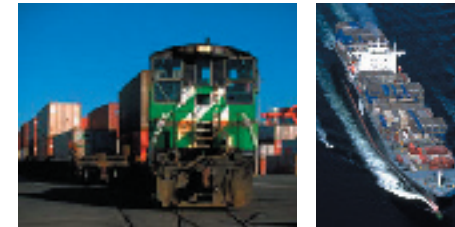
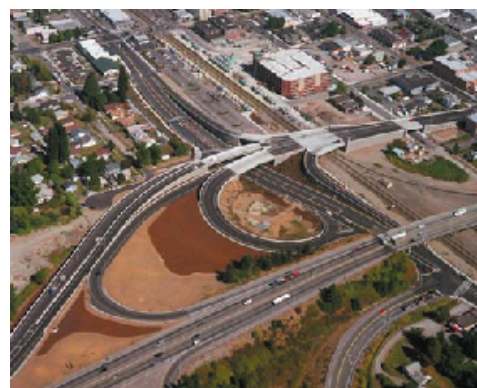
AFTER



UNDERWAY



AFTER



FAST Corridor

Freight Action Strategy for the Everett-Seattle-Tacoma Corridor

September 2003

FAST is working to streamline the movement of freight through the central Puget Sound region of Washington State. Since 1996, FAST has worked as an innovative partnership composed of transportation agencies, ports, cities, economic development organizations, trucking, rail and business interests. FAST has studied freight movement via rails, roads and shipping ports to develop projects that move freight more efficiently and increase safety for cars, trucks and trains.

The Ports of Seattle/Tacoma are the third largest marine container complex in the U.S. with Asia being the largest trading partner. Container traffic is expected to double through West Coast ports in the next twenty years. As a major gateway for trade, 70% of imports through the region's ports head inland to U.S. destinations.

FAST identified fifteen top priority projects from Everett to Tacoma for Phase I: five projects are complete, two projects will open in October and two more are under construction. More FAST Phase II projects are in the pipeline for 2003 - 2005.

FAST Phase I is a \$500 million investment to move the Nation's freight through the major NW trade corridor.

FAST eliminates traffic bottlenecks streamlines freight movement and increases the competitiveness of Puget Sound ports.

FAST improves safety at rail yards, ports and roadways, and creates and maintains jobs.

FAST helps mitigate the impact of expanding freight and passenger rail traffic on communities.

FAST focuses on Puget Sound freight corridors linking:

- Three deep-water international ports
- The major Pacific NW rail corridor for freight and passengers
- Sea-Tac Airport/Boeing Field
- Roads to and from port terminals and other freight facilities (intermodal connectors)



FAST Partnership provides a unique role

FAST projects address system gaps where no single entity “owns” the problem. The 26 **FAST** partners combine funds and prioritize the many local projects to fill these gaps

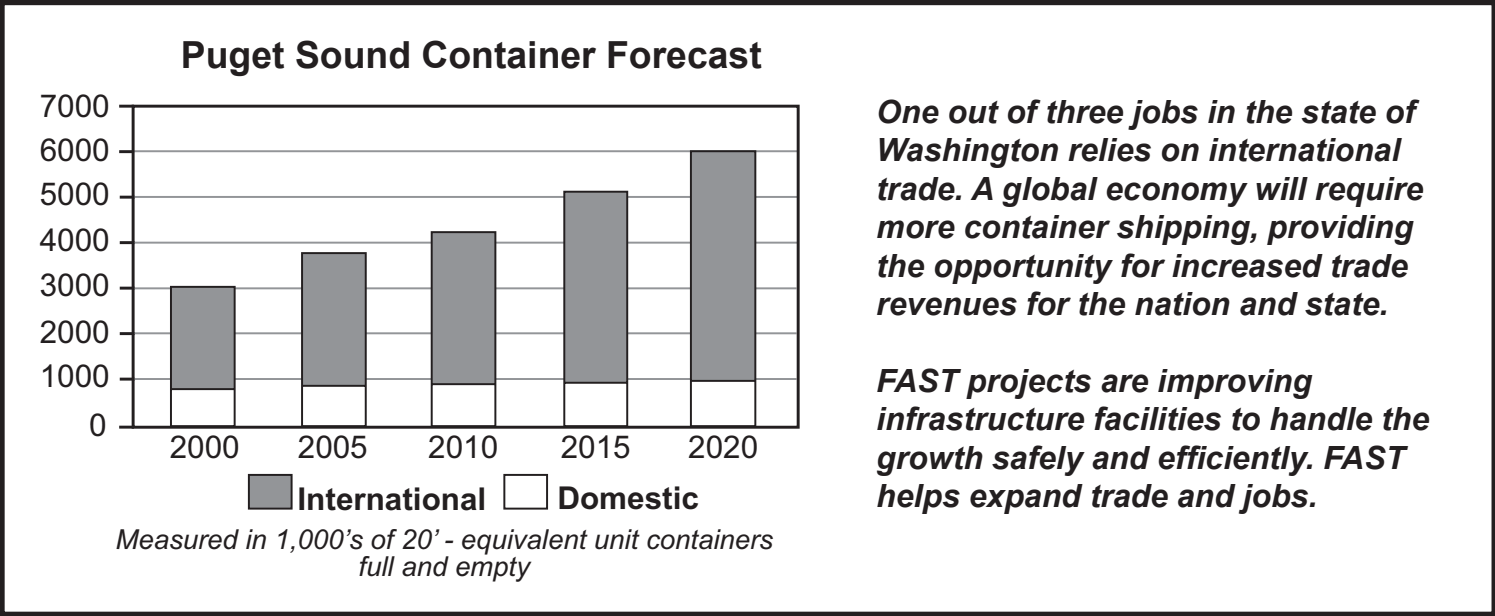
FAST has leveraged federal funds: providing \$500 million worth of projects in return for a total federal investment of \$150 million during Phase I. Congressional and other federal support has been essential to **FAST**'s success.

FAST Partners deliver

Nine of fifteen projects in Phase I are complete or nearly complete. The rest are scheduled for implementation in 2003-06 depending on funding. When completed these projects will provide safety and economic benefits both locally and nationally.

FAST partners include:

- Federal:**
- Federal Government
- State:**
- Washington State Department of Transportation
 - Freight Mobility Strategic Investment Board
 - Transportation Improvement Board
- Region:**
- Puget Sound Regional Council
- Local:**
- Twelve cities
 - Three counties (King, Pierce, Snohomish)
 - Three ports (Everett, Seattle, Tacoma)
- Business:**
- Burlington Northern/Santa Fe
 - Union Pacific
 - Washington State Trucking Association



FAST Partners have identified ten additional top priority projects in Phase II.

2003 Federal funds are being put to work in the **FAST Corridor** to keep projects and freight moving. Seven of the ten Phase II projects received funding for a total program of \$9.5 M.

What is FAST Phase II

FAST Phase II is the second step in a multi-year effort to

streamline transportation infrastructure for freight mobility throughout our state. **FAST** Phase I was so successful in leveraging partnership funds and talents to get critical projects funded and delivered, that a second phase was added.

Like Phase I, Phase II is jointly sponsored by the Washington State Department of Transportation and the Puget Sound Regional Council. Phase II will emphasize freight mobility strategies that can

be most effectively applied to a wide variety of geographic locations within the region, and improvements to specific corridors that offer the greatest bang for the buck in terms of improving the regional system of freight mobility.

The total funding goal for **FAST** Phase II is \$ 262.82 million.

The funds would go to 10 projects. Each project would be implemented by a lead agency from the **FAST** partnership.